

Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**

1897.  1897.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG

EMPERESS OF JAPAN, Comdr. Gco. A. Lee, R.N.R.,..... WEDNESDAY, 22nd Dec./07.
EMPERESS OF CHINA, Comdr. H. P. Maresh, R.N.R.,..... WEDNESDAY, 19th Jan./08.
EMPERESS OF INDIA, Comdr. O. P. Meadows, R.N.E., WEDNESDAY, 16th Feb./08.

[T]HE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous
 INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO
 MANZUKEE (BLA.) J. BAY, via "PERRIF" SUFKA.

(under South) and make connection at Vancouver with the PALATIAL TRANS-
 CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave
 daily at noon with all trains to Alaska, which passengers to Great Britain and
 the Continent are given choice of.
 Passengers booked for all principal points and AROUND THE WORLD
 Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.
 SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
 Military, Diplomatic and Civil Services, and to European Officials in the Service of
 China and Japan Governments.
 The attractive features of this Company's route embraces its PALATIAL
 STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS
 TRANS-CONTINENTAL TRAINS (the Company having received the highest award
 for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT
 MOUNTAIN AND LAKE SCENERY through which the Railway passes.
 THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and
 operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, etc., apply to
 D. E. BROWN, General Agent,
 3601
 PROSPECT STREET.
 HONGKONG, November 24, 1897.
NORTHERN PACIFIC STEAMSHIP COMPANY.
 PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., & TACOMA, IN CONNECTION WITH Northern Pacific Railway Co.				FOR PORTLAND, OREGON, IN CONNECTION WITH Oregon Railroad & Navigation Co.			
SSteamer.	Tons.	Captain.	Proposed Sailing.	SSteamer.	Tons.	Captain.	Proposed Sailing.
<i>Olympic</i>	3608	J. Truebridge.....	Dec. 21	<i>Stracmar</i>	3601	E. Porter.....	Dec. 14
<i>Colombia</i>	2640	A. Gow.....	Jan. 1	<i>W. E. Wright</i>	3504	W. E. Wright.....	Jan. 4
<i>Tacoma</i>	3440	A. Dixon.....	Feb. 1	<i>Pelican</i>	3338	A. Gow.....	Feb. 8
<i>Victoria</i>	3167	J. Patton, R.M.E.	Feb. 2	<i>Breemar</i>	3601	S. Porter.....	March 1

Excursion Accounts. First-Class and Second-Class Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS, THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £22.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYNA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate and one copy must be sent forward by the steamer to the care of the Freight Agent at the destination. Freight Agents at Victoria, British Columbia, and to the Northern Pacific Railway, Tacoma, Wash., for Goods forwarded to that port, and to the Freight Agent, at Seattle, Railroad and Navigation Co., Portland, Oregon, for Goods shipped to that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

DODWELL, CARLILL & Co.,
 General Agents.

Hongkong, November 30, 1897.

NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
YAMASHIRO MARU, S. JONES.	NAGASAKI KOBE and YOKO- HAMA.	MONDAY, 30th Dec., at 4 p.m.
SANUKI MARU, W. TOWNSEND.	MARSEILLE, LONDON and ANTWERP. Via Straits (Transhipping Cargo for Java Ports), COLOMBO & PORT BLAIR.	TUESDAY, 21st December, at 4 p.m.
YAMAGUCHI MARU, S. KAWAMURO.	KOBE and YOKOHAMA.	THURSDAY, 23rd Dec., at 4 p.m.
SAGAMI MARU, M. J. CUMOW.	SHANGHAI CHEMULPO, SHI- MONSEKI and KOBE.	FRIDAY, 24th Da- at 4 p.m.

TOKIO MARU, E. W. HASWELL.	7th THURSDAY ISLAND, TOWNSVILLE, and BIRMINGHAM.	at 4 p.m.
IDZUMI MARU, R. NUKOME.	BOMBAY. Via SINGAPORE (Transhipping Cargo for JAPAN, PENANG, and COLOMBO).	TUESDAY, 28th Dec., at Noon.
RIOSUN MARU, A. E. MOSE.	SEATTLE, Wash., U.S.A. Via KORE, YOKOHAMA & HOKULULU.	THURSDAY, 30th Dec., at 4 p.m.

* Through-Passenger Tickets and Bills of Lading issued for the Principal Cities of the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMSHIP.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

A. C. MITHARA *Manager.*

MIN-
RTS.

Hongkong, December 2, 1897.

NOW READY.

Vol. XXII.—No. 5.

'CHINA REVIEW'

CONTAINS

Why the Lotus is Blue.
Amoy—Physical Features, Monuments,
Temples &c.
Korean Folk-Tales.

金葉菊 The Golden Leaved Chrysanthemum, a Chinese Drama in Five Acts.
Borneo in Distress among the Hakkas

Fees for Public Vehicles.

Chairs.

IN VICTORIA WITH TWO BEARERS.

	\$ c.
Half hour . . .	0.15
One hour . . .	0.20

Three hours . . .
Six hours . . .
Eight hours . . .

Day (6 a.m. to 5 p.m.) \$1.

If the trip is extended beyond Victoria half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.

Hour . . .	0.60
Three hours . . .	1.00

Six hours . . .
Day (6 to 5)

<p> The On the connection of the Daocotes with Aniako Race. Defense of the Old Chinese Pronunciation. The Quarters. The Forts of Amoy. The Poppy growth about Amoy. Etymology. Bridges in China. Population of Amoy-shew. Miscellaneous Notes. Chineseans Bibliographies. Heaven, Winded, Khabogah, and Ty (see elsewhere). </p>	<p> <i>Sinichaka.</i> (With single drive). Quarter hour . . 0.10 Every . . . Half hour . . 0.18 Hour 0.25 0.30 0.35 0.40 0.45 0.50 0.55 0.60 0.65 0.70 0.75 0.80 0.85 0.90 0.95 1.00 1.05 1.10 1.15 1.20 1.25 1.30 1.35 1.40 1.45 1.50 1.55 1.60 1.65 1.70 1.75 1.80 1.85 1.90 1.95 2.00 2.05 2.10 2.15 2.20 2.25 2.30 2.35 2.40 2.45 2.50 2.55 2.60 2.65 2.70 2.75 2.80 2.85 2.90 2.95 3.00 3.05 3.10 3.15 3.20 3.25 3.30 3.35 3.40 3.45 3.50 3.55 3.60 3.65 3.70 3.75 3.80 3.85 3.90 3.95 4.00 4.05 4.10 4.15 4.20 4.25 4.30 4.35 4.40 4.45 4.50 4.55 4.60 4.65 4.70 4.75 4.80 4.85 4.90 4.95 5.00 5.05 5.10 5.15 5.20 5.25 5.30 5.35 5.40 5.45 5.50 5.55 5.60 5.65 5.70 5.75 5.80 5.85 5.90 5.95 6.00 6.05 6.10 6.15 6.20 6.25 6.30 6.35 6.40 6.45 6.50 6.55 6.60 6.65 6.70 6.75 6.80 6.85 6.90 6.95 7.00 7.05 7.10 7.15 7.20 7.25 7.30 7.35 7.40 7.45 7.50 7.55 7.60 7.65 7.70 7.75 7.80 7.85 7.90 7.95 8.00 8.05 8.10 8.15 8.20 8.25 8.30 8.35 8.40 8.45 8.50 8.55 8.60 8.65 8.70 8.75 8.80 8.85 8.90 8.95 9.00 9.05 9.10 9.15 9.20 9.25 9.30 9.35 9.40 9.45 9.50 9.55 9.60 9.65 9.70 9.75 9.80 9.85 9.90 9.95 10.00 10.05 10.10 10.15 10.20 10.25 10.30 10.35 10.40</p>
---	---

Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour m. Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.	Vessel's Name.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
1. From Green Island to the Gas Works.								
2. From Gas Works to Jardine's Wharf.								
3. From Jardine's Wharf to the Harbour Master's Office.								
4. From Harbour Master's Office to the P. & O. Co.'s Office.								
5. From P. & O. Co.'s Office to the Naval Yard.								
6. From the Naval Yard to the Blue Buildings.								
7. From the Blue Buildings to East Point.								
8. From East Point to North Point.								
9. From North Point to Kowloon Wharves.								
10. From Kowloon Wharves to the Naval Yard.								
11. From the Naval Yard to the Gas Works.								

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Dock and 5 ft. in, add on the gauge at Lamont Dock, Aberdeen, add 12 ft. 6 in. in the height given in the table.

On 11th December.

		h. m.	ft.	h. m.	ft.
Sun.	5	7 0	2 6	12 13	1 1
		0 41	4 6	1 13	1 6
Mon.	6	8 11	1 6	10 56	0 8
		7 7	4 11	4 33	0 1
Tue.	7	9 7	3 6	1 18	1 8
		7 84	5 7	3 8	0 7
Wed.	8	10 1	2 8	1 54	0 11
		8 2	5 7	8 47	1 8
Thurs.	9	10 51	5 10	4 17	1 2
		9 31	3 11	2 36	1 9
Fri.	10	9 11	2 2	4 4	1 4
		0 22	2 2		

